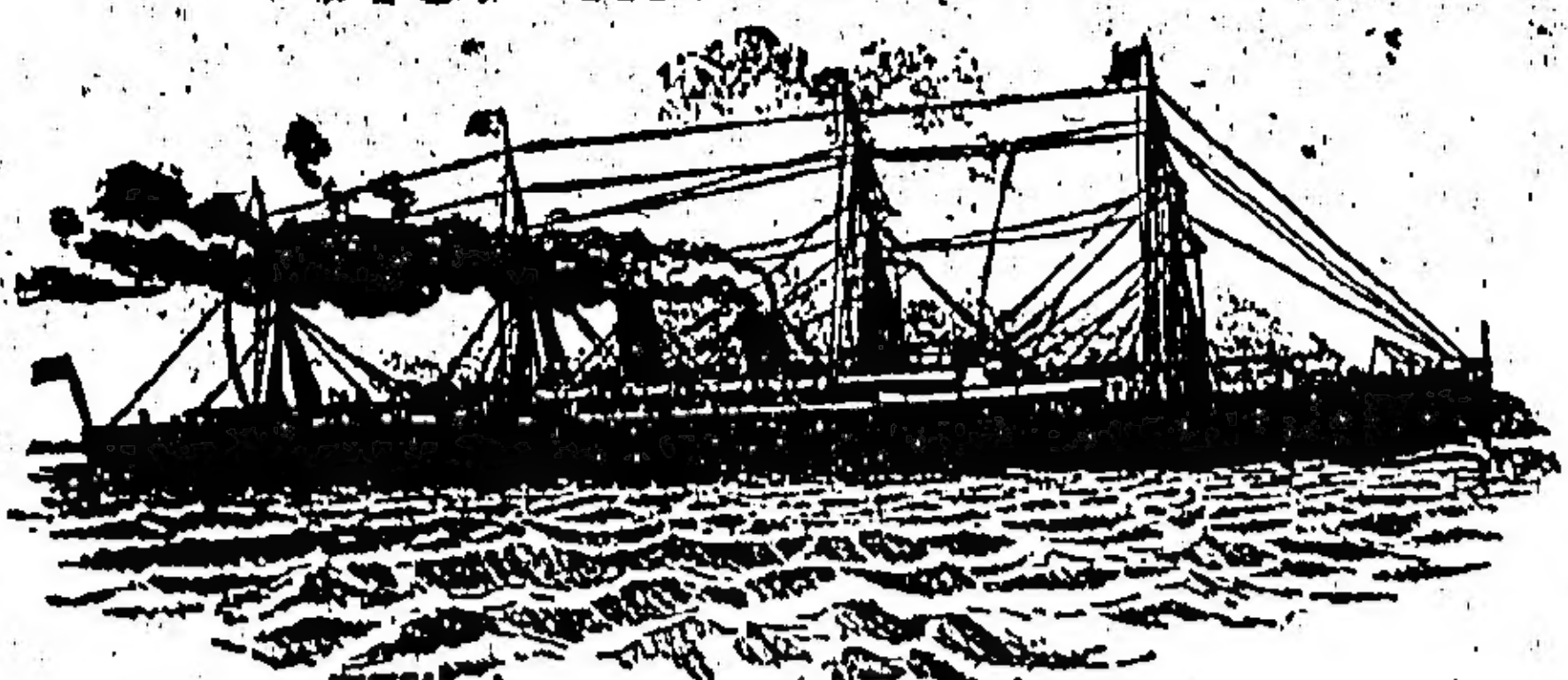


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 29th July, at Noon.
"HONGKONG MARU"	TUESDAY, 5th August, at Noon.
"GEIYA"	THURSDAY, 14th August, at Noon.
"DORIC"	FRIDAY, 22nd August, at Noon.
"NIPPON MARU"	SATURDAY, 30th August, at Noon.
"PERU"	TUESDAY, 9th September, at Noon.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

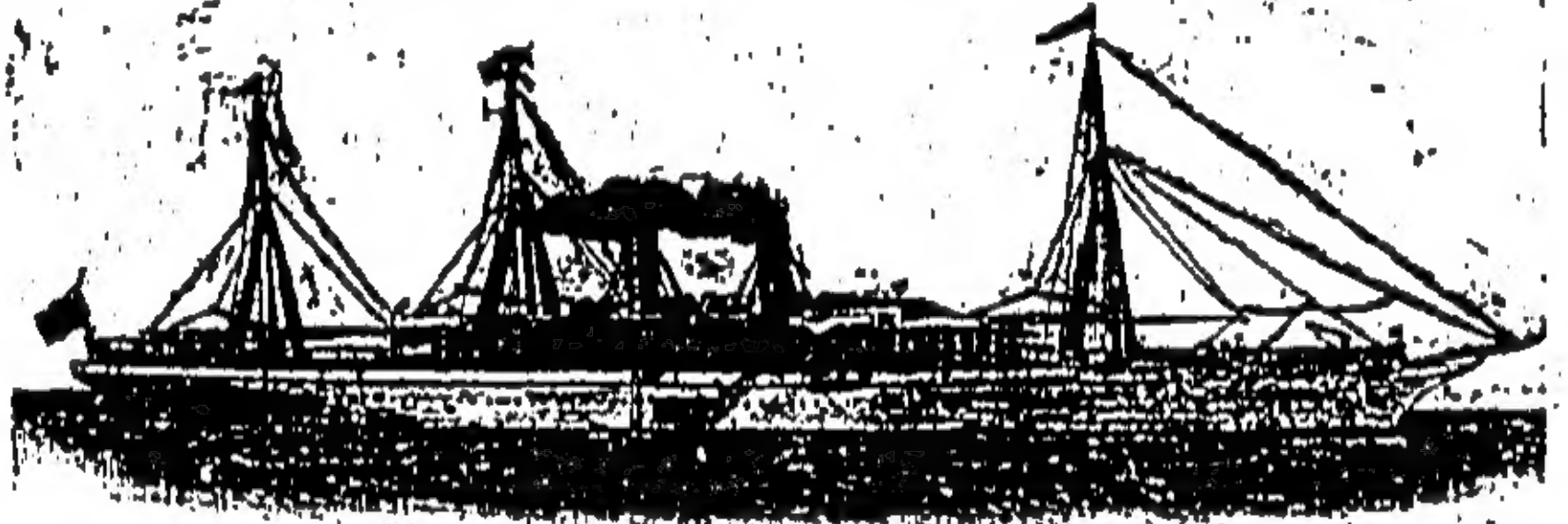
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd July, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG:

R.M.S. ATHENIAN	Comdr. H. Mowatt	SATURDAY, 26th July.
"EMPEROR OF CHINA"	Comdr. R. Archibald	R.N.R. WEDNESDAY, 6th Aug.
"EMPEROR OF INDIA"	Comdr. O. P. Marshall	R.N.R. WEDNESDAY, 27th Aug.
"TARTAR"	Comdr. E. Bestham	R.N.R. WEDNESDAY, 10th Sept.
"EMPEROR OF JAPAN"	Comdr. H. Pybus	R.N.R. WEDNESDAY, 24th Sept.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 16th July, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTI PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE and HAMBURG.	30th July.	Freight and Passengers.
Bahia	(Calling at SINGAPORE and COLOMBO).		
AMERICA	HAVRE and HAMBURG.	14th Aug.	Freight.
Elera	(Calling at SINGAPORE and PENANG).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	28th Aug.	Freight.
Fuchs	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG.	10th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and ENANG).		
ANDALUSIA	HAVRE and HAMBURG.	24th Sept.	Freight.
von Dohren	(Calling at SINGAPORE and COLOMBO).		
FREIBURG	HAVRE and HAMBURG.	8th Oct.	Freight.
Prisch	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 16th July, 1902.

Notices of Firms.

NOTICE

THE Partnership heretofore existing between Messrs. R. E. TOEG, H. H. READ and A. C. S. MANNERS is This Day dissolved by mutual consent. The business will be carried on in future under the Style or Name of TOEG & READ.

TOEG, READ & MANNERS.
Hongkong, 19th July, 1902. [768d]

OSAKA SHIUSEN KAISHA.

THE Undersigned have been Appointed AGENTS for this Company in HONGKONG. REUTER, BROCKELMANN & CO.
Hongkong, 21st July, 1902. [767d]

NOTICE.

WE have This Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY and are prepared to accept RISKS at Current Rates.

ALEX. ROSS & CO.
Hongkong, 1st July, 1902. [694d]

NOTICE.

M. R. J. P. BRAGA having This Day taken up his appointment as MANAGER of THE "HONGKONG TELEGRAPH" CO., LTD., all Business Communications and matters relating to Advertisements should be addressed to him.
Dated 1st July, 1902.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 19th July, 1902. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 21st July, 1902. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR-BROS. & CO.
Hongkong, 21st July, 1902. [763d]

"BARBER" LINE OF STEAMERS.

S.S. "RICHMOND CASTLE,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF CARGO

are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond which is lying at the Office of the undersigned, and pay a deposit of 2% on the net value of their Cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st July, 1902. [763d]

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th July, 1902. [777d]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th July, 1902. [3]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st July, 1902. [4]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "BAVERN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th instant, at 9.30 A.M., and THURSDAY, the 31st instant, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 23rd July, 1902. [653c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILLGLEN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd July, 1902. [774d]

To be Let.

TO LET.

"GLENIFFER"—KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd July, 1902. [776d]

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the

SOLE GROUP.

A HOUSE at RIFON TERRACE,
No. 11, MACDONNELL ROAD.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th June, 1902. [209c]

TO LET.

OFFICES in Ground Floor of DES VŒUX ROAD and ICE HOUSE STREET.

For Particulars, apply to

THE MEDICAL HALL,
70, Queen's Road Central.

Hongkong, 4th March, 1902. [297d]

TO LET.

THIRTEEN EUROPEAN HOUSES:
Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 52, LEITCHON HILL ROAD.

Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West,
Hongkong, 29th April, 1902. [224d]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

[28]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,
Manager.

KOWLOON.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

TERMS MODERATE.

Hongkong, 24th May, 1902.

[1339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

1075c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA)

WARSHIP MUTINY.

THREE RUSSIAN OFFICERS SAID TO BE KILLED.

ODESSA, June 21st.
Since last night a report is current in naval circles here to the effect that a mutiny has occurred on board the Russian gunboat *Teret*, resulting in the murder of three of the officers.

The *Teret* is temporarily attached to the Russian Mediterranean Squadron, and at the time of the alleged mutiny was cruising near the Algerian coast. There is no means of verifying the statement, which appears, however, to find credence in naval quarters.

As a matter of fact the *Teret*, which is one of six sister gunboats belonging to the Euxine Squadron, has, according to treaty injunctions, no right to leave the Black Sea, but the Porte winks at these breaches of an international agreement, and the other Great Powers do not trouble to protest.

The subterfuge by which the *Teret* and one or two of her sister gunboats are smuggled into the Mediterranean is the pretence of sending them singly to the Bosphorus, in the first instance, as stationnaires, or ambassadorial guardships.

The *Teret* is a third-class cruiser of 1,224 tons; built at Sebastopol in 1886. Her speed is 13 knots and armament 2.8in. breech-loaders. Her complement numbers 161 men.

SENSATIONAL ESCAPE OF PRISONERS.

ONE SHOT DOWN DEAD.

TWENTY-FIVE MEN STILL AT LARGE.

Intelligence reached Colombo late on the night of the 28th ult. to the effect that a party of fifty of the convicts working in the Mahara quarries escaped in a body after work that afternoon. An official telegram was at once despatched to the Maradana Police Headquarters by the guard in charge, and a force of police was at once sent to Ragama to strengthen the police quarters there. The escape was evidently prearranged, all the men taking to their heels at the same time. In the chase that ensued the guards discharged their revolvers at the fugitives. Five of the latter were hit, and one of them was killed. Eleven others were arrested and ten surrendered, making twenty-six in all. The other twenty-four men are still at large. The police have despatched search parties to the adjoining villages, and are making an effort to capture and bring the runaways to justice.

AN OCEAN DERELICT.

MONKEY AT THE MASTHEAD AS LOOKOUT.

The steamer *St. Mary* arrived at Fremantle, West Australia, two or three days ago, and reported having found a derelict ship on 11th May, about 600 miles west of Fremantle. It was the Dutch barque *Geertruida Gerard*, bound from Sourabaya to Newcastle, New South Wales, in ballast. On board were discovered three men—the carpenter, the sailmaker, and a seaman.

It appears that the *Geertruida Gerard* before leaving Sourabaya ballasted with volcanic mud. The pitching of the ship at sea caused the mud to become more liquefied, and during some heavy weather it completely shifted, and the vessel heeled over on its side. The ship dismasted, and all attempts to right her were unavailing.

Ultimately the captain determined to abandon her, and with his wife and 16 of the crew set off for Java. From the position of the ship it is calculated the distance to Java was 1,800 miles, but owing to prevailing winds the captain deemed it better not to make for Fremantle.

The carpenter was aboard the boat, but at the last moment decided to stick to the ship. The rescued men stated that the boat was

VERY MUCH OVERLOADED, and they expressed the opinion that she would never reach the shore. She had only about three weeks' water supply.

The captain's reason for leaving the ship was a fear that she would turn turtle. The other boats were smashed.

After ten days the men aboard were roused by the screeching of a monkey which was aloft, and which had seen the *St. Mary*.

The men had fired well, having provisions for two years. The *Geertruida Gerard*, which was left in mid-ocean, was heeled over until the rudder was out of the water.

The derelict, which is a steel vessel of 1,361 tons net, is considered to be a danger to navigation, and the West Australian authorities have issued a warning to shipping. When last seen she was in latitude 33deg. 20min. south, and longitude 100deg. 46min. east.

TRICOLOURED BEEF.

A CORONATION SIDELIGHT.

Our Coronation decorations from Italy, our penny Coronation medals from Germany, and our Coronation beef from France—it seems like a mercenary federation of the nations met to do us questionable honour, says the *Pall Mall Gazette*. It is reported from Cherbourg that a consignment of French beef has just been despatched to Southampton for the Smithfield market; and unless it is a business ruse from Leadenhall-street, so as to knock the other market out, we regard the prospect with a little suspicion, if not with dismay. We have borne the inroad of Normandy butter, truffles from Arles, violets from Provence, and abuse from Paris; and there are other things—champagne and fashions, for instance—which settled experience tells us to be all the better for being ordered from France. But the vaunted roast beef of old England—'tis a bitter blow.

COTTAM & CO. FOR PANAMA HATS.

ANTI-MISSIONARY.

"*L'Opinion*" of Saigon, in the course of a decidedly anti-missionary article, makes the following remark which certainly deserves consideration when one looks at such matters from another than the missionary point of view, observes a Singapore paper. "The churches, convents, seminaries, schools and chapels which they build from public subscription remain their property, and it is in this way that each year the landed property of the clergy goes on increasing." It is an acknowledged fact that the clerical power in France is a thing to wonder at, and it is to be presumed that a similar state of affairs prevails in her colonies, for the Church of Rome makes small change in her methods all the world over. The system of course places immense worldly power in the hands of a body of men who should be the last in the world to seek it. It is obvious that money is as much required to carry on the work of a religious organization as of

THE MOST COMMONPLACE BUSINESS, and it is also an admitted fact that the Church of Rome does better educational work and gains more hold over the poorer classes than probably any other Church in the world. Still it must be confessed that the non-conformist system at home, which makes a point of popular control by the congregation, particularly in the matter of finance, seems on the face of it the better way of doing things.

But whilst objections can be found to it, one cannot help but admire a system which produces such a type of missionary priest as the majority of Roman Catholics are; and numerous travellers have placed on record the genuine respect they have entertained for many they have met in out of the way corners of the world, who labour on tasks apparently hopeless, and without any ultimate hope of reward in this life. Col. Young-husband has placed it on record that in his travels through Asia he met in many inland towns of China,

FAR REMOVED FROM ALL COMMUNICATION with the outside world, French missionaries, men of culture and considerable learning, who lived on the bare necessities of life and lived moreover as their neighbours lived, and were content to pass their whole life in their little sphere, and dying leave it to another to carry on what they had begun. It is testimony of this kind, unsolicited and coming from men who like Tennyson's *Ulysses*, have seen "Cities of men and manners, climates, councils, and governments," that one has to bear in mind when tempted to decry the missionary as an interfering meddler; and if some of them fail to reach the standard which your "man of the world, who is content to spend his time in endeavouring to get his neighbour's money at the least expense to himself sets up" why surely there is no necessity to condemn all for the faults of some.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Australia*, commencing with the steamer *Commodore* at Colombo, from London, June 19—To Shanghai: Mrs. Brown, Miss Brown, Miss Unwin, Mr. J. P. Nelson. To Hongkong: Mr. and Mrs. Ward and 2 children, Mr. B. L. Palmer, Mr. C. J. North. To Manila: Mr. V. C. Resnick. To Singapore: Mr. W. Dell. To Penang: Mr. Heston. From Marseilles: To Shanghai: Mr. J. Christie, Mr. A. J. de Souza, Mr. H. Bleser. To Hongkong: Mr. D. McLean Ross. From Brindisi: To Singapore: Mr. E. G. Edgar. From Colombo: To Hongkong: Rev. C. H. Brent.

Per Messageries Maritimes steamer *Palmyre*, from Marseilles, June 20—To Yokohama: Mr. Clifford. To Shanghai: Mr. Halbrook and family. To Hongkong: Mr. Jall and family.

Per Messageries Maritimes steamer *Ville de la Ciotat*, commencing with the steamer *Tenika* at Colombo, from Marseilles, July 13—To Hongkong: Mr. Moulou.

Per Imperial German mail steamer *König Albert*, from Bremen, June 9, and Southampton, June 17—To Yokohama: Mr. and Mrs. Ernest Baker, Miss Baker. To Shanghai: Miss Lee, Mrs. Barton, Mr. Powell. Mr. Fischer, Mr. and Mrs. H. Clark. To Hongkong: Mr. Saxon. To Bangkok: Miss C. Kinsey, Mr. G. R. Brooks. To Singapore: Mr. W. R. McCallum, Mrs. Drew and child.

Per Imperial German mail steamer *Prinzess Irene*, from Bremen, June 25, and Southampton, July 1—To Yokohama: Mr. Blaw. To Shanghai: Mr. E. Morgan, Mr. J. Frost. To Hongkong: Mr. W. W. Teller. To Singapore: Miss Cowan, Mr. Gillingham, Mr. Robson, Capt. and Mrs. Nicholson. To Penang: Inspector J. Gordon, Mr. A. R. Sutherland.

Per Nippon Yusen Kaisha steamer *Hakata Maru*, from London, June 20—To Yokohama: Mr. W. H. Stone, Rev. A. E. Well, Mr. S. See. To Shanghai: Mr. G. Mackenzie and family. To Hongkong: Mr. Wang Yu Tung, Mr. Sun Teah, Mr. W. H. Taylor, Mr. R. Shun, Mr. G. Quinn, Lieut.-Col. and Mrs. Heron, Mr. and Mrs. Heron. To Manila: Mr. Dull, Mr. Macintosh. To Singapore: Mrs. Craigie, Dr. and Mrs. G. Brooke and family, Mr. A. Childers, Capt. R. Fielden, Mr. F. C. Harrison, Mr. E. Wallis, Miss S. Lockhart, Mr. E. A. Hylkema, Mr. W. Whitehead, Mr. C. Brown, Mr. and Mrs. T. Smith and child, Mr. D. Phillips, Mr. H. Marshall.

THE WORD OF HONOUR.

The men who do as they say, the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men, not written, merely verbal. The Stock Exchange is often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

G. GIRAUULT for Best FRENCH BREAD, 11, 13 and 15, Leat.

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CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office. Hongkong, 28th December, 1901. [1413c]

NEW VICTORIA HOTEL.

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CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Bills at Moderate Rates.

Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [958c]

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General Managers. SHEWAN, TOMES & CO., Ltd. Hongkong, 15th March 1902. [110]

DROZ & Co.

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SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNAL, &c.

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No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 10th May, 1902. [150c]

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PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

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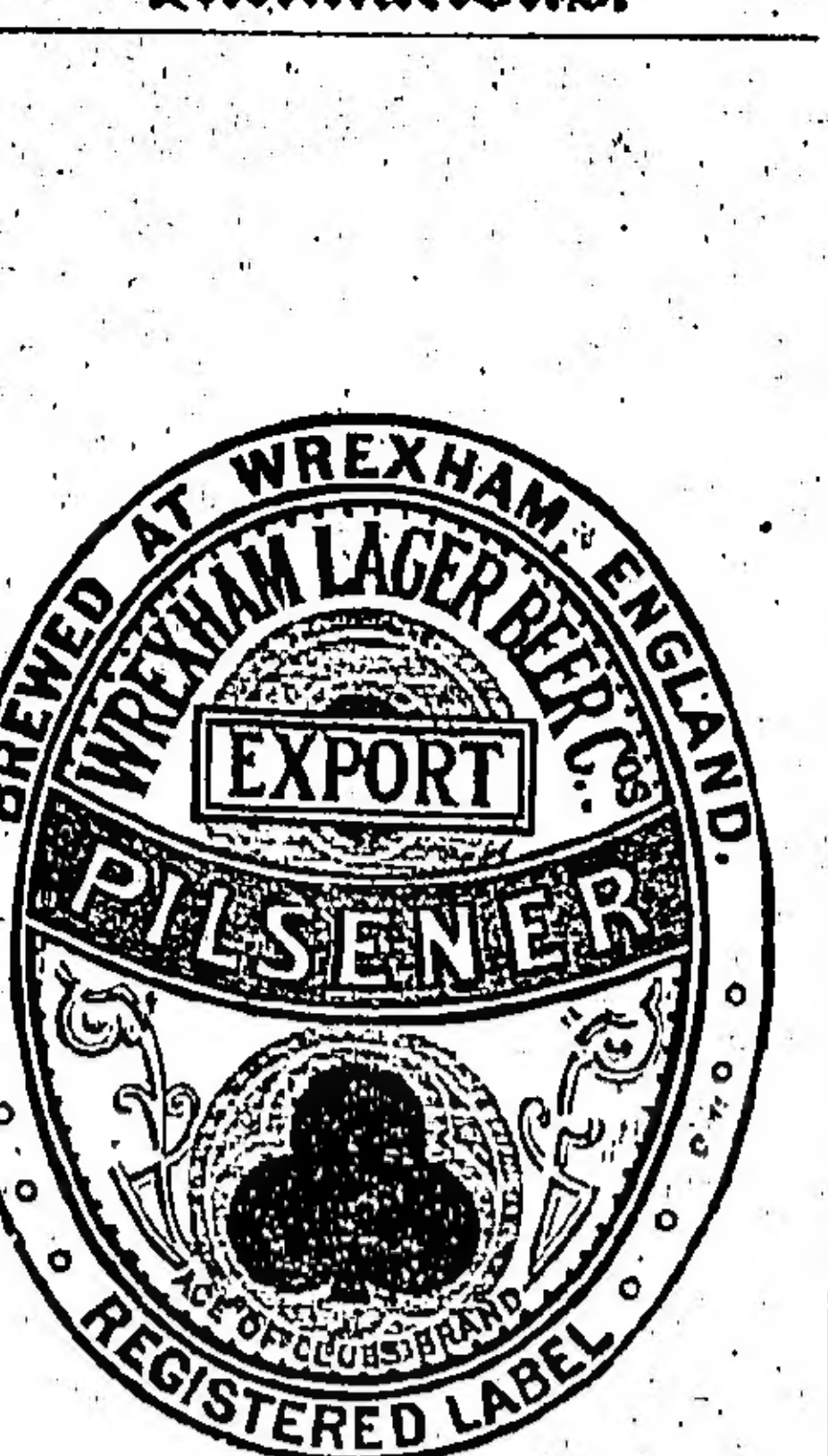
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Intimations.



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Hongkong, 24th June, 1902. [695d]

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KAWACHI MARU	MARSEILLES, LONDON & ANT-	SATURDAY, 26th July, at Daylight.
J. S. Thompson	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
TOSAMARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 28th July, at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 1st August, at Daylight.
F. L. Sommer	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	SATURDAY, 2nd August, at Noon.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 11th August, at 4 P.M.
KAGA MARU		
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For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.


A. S. MIHARA, Manager.

Hongkong, 19th July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

Intimations.



DON'T BE BLIND
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CARBOLACENE,
A PERFECT DISINFECTING FLUID
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More powerful than pure
carbolic acid.

A sure preventive of all kinds of
contagious diseases.

Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:
WATKINS,
LIMITED.
Hongkong, 18th June, 1902. [714c]

TELEPHONE NO. 236.
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FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.


ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
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COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
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PROMPT RETURN.
Hongkong, 8th July, 1902. [728d]

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"BLACK & WHITE."



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SCOTCH WHISKY DISTILLERS.
By Appointment to
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WINE AND SPIRIT MERCHANTS.

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CELEBRATED
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BLEND
VERY
OLD LIQUEUR
SCOTCH
WHISKY.**

Our Celebrated "E" LIQUEUR SCOTCH
WHISKY is a Blend of the Finest WHIS-
KIES distilled in SCOTLAND Specially
selected. It is of great age. Very fine and
mellow.

Its superior quality has established its
reputation as THE LEADING SCOTCH
WHISKY IN THE EAST.

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**A. S. WATSON & Co.,
LIMITED.**
The Hongkong Dispensary.
NEW STEAM LAUNCHES.
FOR SALE.
FROM 35 FEET TO 75 FEET.
For Particulars apply to
RITCHIE & CO.,
39, DES VOEUX ROAD CENTRAL.
Hongkong, 24th July, 1902. [777d]

**ST. JOSEPH'S COLLEGE,
HONGKONG.**

OWING to the insufficiency of accommoda-
tion in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey with two
wings. The estimated cost will amount to over
\$15,000. To cover these expenses we Appeal
to the liberality of all friends of Education.
The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
Benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph
HONGKONG, THURSDAY, JULY 24, 1902.
LOCAL AND GENERAL.

THE NEW COINAGE with the King's head
has been in circulation for the past few days.

THE PLAGUE RETURN for the twenty-
four hours ended at noon to-day shows six
fatal cases.

THE FERRY FIER MASHED which
was blown down during the typhoon is being
replaced by a similar bamboo structure.

"KITCHENER OF KHARTOUM" is re-
ported to have said, "Give me one man like
De Wet and I will send home one-third of the
army," and De Wet is quoted to have spoken
as follows:—"I will give Lord Roberts three
years to catch me, I will give Lord Kitchener
three months, and Lord Methuen all his life."

THE WRECKED CAMOTA—The
Madras Mail says it is reported that the B. I.
S. N. Company do not intend to save any part
of the wrecked *Camota* and it will, therefore,
be incumbent on Government to blow up the
wreck, and when this is done, there will be
plenty of evidence forthcoming as to the identity
of the vessel.

INDIA NOT FAIRLY TREATED—The dis-
cussion regarding the Coronation Honors Lis-
has now taken a decided turn, and the opinion
is that India has not been fairly treated. The
military officers, who arranged for the despatch
of troops to South Africa and China, have been
entirely left out, and it is asserted that at least
H. E. the Viceroy fully deserved the Order of
Merit for services done to the Empire.

**THE YAWNING CASE AND THE
VICTIM**—The authorities of the Judicial
Department are reported to have decided not
to grant the petition recently presented by the
sufferers from the Ashin Copper Mine pollution
for the pardon of Mr. Tanaka Shozo, sentenced
to imprisonment for contempt of Court. Mr.
Tanaka is now in the prison hospital suffering
from brain trouble. The whole case from the
beginning has been ludicrous, says the *Kobe
Chronicle*. It may yet become tragic.

AN OLD WIND JAMMER—The oldest
ship in the world has just been sold and broken
up. This is the Italian ship *Anita*, registered
at the port of Genoa. The *Anita*, which
resembled Christopher Columbus's ship the
Santa Maria, was built in Genoa in 1498, and
effectively her last voyage at the end of March,
1902, from Naples to Tenerife. The vessel
was of tremendously stout build, and had
weathered countless storms and tornadoes in
all parts of the world, but it was also the slowest
ship afloat, taking 203 days on one voyage
from Baltimore to Rio de Janeiro.

O PATRIOTA—We have received from the
publisher, Mr. L. Noronha, 41, Des Voeux Road,
a copy of the new Portuguese weekly published
in this Colony. It has for its title *O Patriota*
(The Patriot) and is intended to promote and
defend the legitimate interests of Macao, to
further its prosperity and to secure its material,
moral, religious and intellectual advancement.
Its promoters explain that its publica-
tion in Hongkong instead of in Macao is
justified by the fact that here *O Patriota* will
find freedom for the exercise of its mission
whereas in Macao, it is said to say but it is ne-
vertheless true, not only will serious obstacles
be put in its way, but that it will be coerced
into extinction so soon as the local authorities
view its policy with disfavour. Freedom of the
press seems to be an unknown luxury in the
Portuguese colony. Among the articles in the
number before us is an appreciative article on
the excellent services gratuitously rendered to
Macao by Dr. L. P. Marques, formerly of
Hongkong, during the recent epidemic of chola-
era there. We learn that this gentleman
offered to be permanently stationed in the
Chinese epidemic hospital on the island of
Lappa so as to treat Chinese cholera patients.
O Patriota is well printed on good cream wove
paper and should command a wide circulation
amongst the Portuguese communities through-
out the Far East. We wish our Portuguese
contemporary an unblemished career of use-
fulness and success.

MEETING OF THE JUSTICES.

The adjourned meeting of the Licensing
Justices of Peace to consider the application
of one, Luiz Manoel Lobo, for the transfer of
his publican licence, from No. 142 to Nos. 148
and 150, Queen's Road Central under the sign
of the "Star Hotel" was held at the Magis-
tracy to-day.

There were present Messrs. F. A. Hazeland
J. H. Kemp and C. D. Melbourne. The
police offered no objection as the sanitary
arrangements of the premises were practically
complete. The application was unanimously
granted.

**COTTAM & CO. FOR GENT'S BATH-
ING GEAR.**

**CHINESE STOWAWAYS TO THE
PHILIPPINES.**

LAW NOT TO BE ALTERED.
The Secretary of the Chamber of Commerce
(Mr. A. J. Lowe) sends us the following corre-
spondence for publication:—
**HONGKONG GENERAL CHAMBER OF
COMMERCE.**
Hongkong, 18th July, 1902.

Sir,—I am directed to acknowledge receipt
of your letter of the 28th May last (No. 1178)
replying to the Chamber's letter of the 13th
idem suggesting an amendment of the Ordina-
nce relating to Stowaways. In view of the
remarks contained in the third paragraph of
your letter, from which it is evident the Govern-
ment considered that the abuse complained of
was largely due to the neglect of the ships'
officers, and that no penalty had been imposed
upon them, the correspondence was referred to
the Agents of the three principal steamship
lines running between this port and the Philip-
pines for consideration and report. I have now
the honour to enclose, for the information of
His Excellency the Officer Administering the
Government, copies of the replies by Messrs.
Butterfield & Swire, Messrs. Shaw, Tomes
& Co., and Messrs. Jardine, Matheson & Co.
The first named letter, dated 24th June,
recites at considerable length the steps taken
to prevent stowaways being secreted on board,
from which the Committee think the Govern-
ment will be satisfied that there was no negli-
gence on the part of the officers of the *Kaifong*.
Messrs. Shaw, Tomes & Co. mention, in
their letter, that on the last occasion when
stowaways were discovered on the *s.s. Perl*,
the chief officer was dismissed, which may cer-
tainly be taken as proof that negligence on the
part of the officers is not condoned.

It seems clear to the Committee that there
are persons connected with this business as
aiders and abettors who are both able and will-
ing to pay occasional fines out of the large
profits accruing from it. A mere fine, there-
fore, is not likely to prove a sufficient deter-
ment, and the Committee trust that His Ex-
cellency will, after perusing the evidence of
the steamship agents, and especially on finding
from some case of an ex-ample having been
made of a ship's officer whose neglect seemed
to have contributed to stowaways being con-
cealed on board (as referred to in paragraph 3
of your letter of 28th May last), reconsider his
decision and give instructions for the amend-
ment of the Ordinance in the direction for
making the penalty one of imprisonment with
hard labour in addition to, or instead of, the
infliction of a simple fine.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) A. R. Lowe,
Secretary.
Hon. F. H. May, C.M.G., Colonial Secretary.

Hongkong, 24th June, 1902.
Sir,—We are in receipt of your letter of 20th
inst., enclosing copies of various letters for our
perusal, in connection with the question of
penalties on Chinese stowaways from Hong-
kong to the Philippines, and asking for an
expression of our views thereon. Being the
principals in the recent case of the *Kaifong*,
and the writers of the first communication to
you on the subject, we refrain from entering
into a discussion of the matter, further than to
state our opinion on the points raised in the
Hongkong Government's letter to you of the
28th ultimo.

The Government is of opinion that the
foreign executive officers of the *Kaifong*
neglected their duty, otherwise such a number
as 134 stowaways could not have been secreted
on board without their knowledge. The Gov-
ernment, therefore, decline to alter the law, as
at present established for the punishment of
stowaways and those who assist them, until it
is proved to their satisfaction that the foreign
executive officers of steamers have done all
in their power to prevent the evil.

We cannot do better than supply you with
extracts from the Chief Officer's report on the
Kaifong's case:—

"April 3rd 3 p.m. Finished loading main
ballast tank, had tank lids put on and gave
stevedore orders to fill top of tank with cargo,
and saw them myself preparing to do so."

"April 4th a.m. Went down below to have
a look round, found all hatches on top of
tank. I asked the stevedore if the top of tank
was full and he said it was, they were then
stowing cargo on top of same."

"3 p.m. same day cargo all on board except
a few odd packages and one box."

"At 9 p.m. I turned in giving quarter
masters strict orders to call me at once if they
saw any sampans come alongside with strange
people in them, but they failed to do so, saying
they saw no one."

"April 5th at 5.30 a.m., the 2nd engineer
came to me, and said he had seen a number of
strange faces on board and did not think they
belonged to the crew. I immediately searched
the ship fore and aft, where it was possible to
go, but found no one."

"When the crew and passengers were all
back from being disinfected the 2nd officer
and myself searched the ship again and found
36 stowaways in different parts of the ship; I
got the boson and quartermasters and put
them all out of the ship, and then made an-
other search but found no more, and finding
such a number, naturally concluded there was
no more."

"The deck was crowded with Chinese, I
spoke to several and told them to go on shore
and they either turned out to be stevedore's
tallymen, or passengers, or friends of same.
At the time the Doctor was examining crew
and passengers I had to send sampans away
from the ship's side, and while crew and pas-
sengers were mustered on deck, officers and
engineers searched the ship and could find no
one. At 2 p.m. the vessel sailed."

**COTTAM & CO. FOR WASHING
BOW TIES.**

"April 6th a.m. The Captain came to me
and said he could hear voices down the
ventilator leading in to main tweendecks, the
hatches were immediately taken off and three
stowaways were found. The Captain gave me
orders to block the door leading out of No. 1
into No. 2 tweendecks up, which was done at
once by shifting cargo in No. 2 tweendecks
and putting it up against the door."

"April 9th. Heard voices down venti-
lator leading to top of main ballast
tank searched again but found no one.
The Captain then asked me if I was sure the
top of the tank was full of cargo, and I told
him it was, also again asked the stevedore and
he said it was properly full. The cargo was
then removed from off the top of the tank,
hatches taken off, and found there was no cargo
on top of tank, searched down below and found
tins of hot chow and water. The port tank lid
was removed, and in the starboard bunker, the
engineers found 29 stowaways, searched ship
but found no more."

"April 10th. Searched ship and found more
stowaways down after between decks, having
to come out of their hiding place on account of
the heat."

"April 11th. Captain, officers and engineers
searched ship fore and aft but found no more.
Going down again on top of the fresh water
tank forward could see no signs of anyone
having been there, the cargo of flour being
stowed right up to the deck. Com-
menced to pull down cargo and found three
tiers in a properly constructed room built and
full of stowaways, the same as in the after
between decks. To build up a bulkhead
would take about half an hour, and could be
done without anyone knowing, and quite im-
possible for anyone to find it out without pull-
ing down the cargo. They had plenty of chow
with them, biscuits, &c. There was from 150
to 200 tons of space left in the between decks
which made it very easy for them to build up
such places."

The above states in detail what steps were
taken by the foreign executive officers to dis-
cover and eject stowaways from the vessel
during the time of loading and prior to her
departure from Hongkong. The facts in the
report are corroborated by the Master of the
Kaifong, and by the British engineers on
board at the time, and we have no reason to
doubt their accuracy.

In addition to this we held an exhaustive
enquiry into the whole affair, and after care-
ful examination, were enabled to exonerate
the foreign executive officers from blame.
The fact is, we and they were the victims
of a carefully devised plot, in which
every native on board the vessel was con-
cerned and an interested party. The native
crew number 60—the foreign officers 6. What
hope was there of discovering the plot when 60
were working against 6? None whatever,
except by chance, and it was purely accidental
that the captain's suspicions were aroused on
the voyage and led him to institute a search,
a hunt from one part of the ship to the other
that took 3 or 4 days, owing to the connivance
of the crew, before the entire lot was dis-
covered.

It was not unusual, in the rush and crush of
loading in Hongkong, for deck officers to be
so busily occupied in their various duties that
they have not time to be continually on the
watch against stowaways, and, as the receiving,
stowing, and discharging of cargo is, under the
chief officer's direction, in the hands of a
native compradore and stevedore, who form
part of the crew and travel on the vessel,
nothing is easier for them than to arrange the
stowage of cargo, while the officers' backs are
turned, in such a way as to leave vacant spaces
for the accommodation of stowaways who
come on board at night and are secreted away
with the knowledge of the Quartermaster on
watch while the officers are asleep.

We admit that we are to a great extent at
the mercy of our native employees, but this we
cannot prevent. Force of circumstances compel
us to employ native crews, and we would again
ask you to urge the Government to alter the
present law, in order that we may be protected
against the conspiracies of our own native
servants who would quickly appreciate the
risk they run of being concerned in crime
punished by hard labour without the option of
a fine.

We are, Sir,
Your obedient servants,
(Signed) BUTTERFIELD & SWIRE,
Agents, China Navigation Co., Ltd.
A. R. Lowe, Esq., Secretary, Hongkong
Chamber of Commerce.

The China and Manila Steamship Co., Ltd.
Hongkong, 26th June, 1902.
The Secretary, Chamber of Commerce,
Hongkong.

STOWAWAYS TO MANILA.
Dear Sir,—We thank you for copies of
correspondence which have passed between
Messrs. Butterfield and Swire, the Government,
and ourselves.

We quite agree with Messrs. Butterfield and
Swire that the penalty for secreting stowaways
on board steamers bound to Manila is quite
inadequate. For instance, a stowaway may pay
as much as \$300, \$400 for a passage to the
person or persons who secrete him, yet should
the stowaway be found and sufficient evidence
is forthcoming to implicate the "aiders and
abettors," the maximum fine which can be
imposed is \$500 which they can well afford to
pay.

Our steamers are always carefully searched
before leaving port and before entering Manila,
yet it is a very difficult thing to prevent one or
two men secreting themselves somewhere
aboard the steamers especially when there are
a big number of coolie passengers.

What we most strongly object to is this—
That Chinamen are sometimes caught by the
secret service people ashore in Manila without
papers or passports and when they are

questioned as to where they have come from,
they may say that they came over as stowaways
from Hongkong in such and such a steamer.
This appears to be sufficient evidence for the
authorities in Manila who immediately fine the
steamer named by the Chinaman even although
he was not found aboard by them. We think
if a two years with hard labour penalty was
imposed that it would go a long way to check
the stowaways business if not altogether stop it.

Yours faithfully,
(Signed) SHERMAN TOMES & Co.,
General Managers.

P.S.—On the last occasion on which we had
stowaways there were nine, caught in Manila
who said they had travelled on our *s.s. Perl*.
Three said they had travelled over in the cabin
store room, the remaining six said they came
in the coal bunkers.

On the strength of this we dismissed the
chief officer from our service as we thought
there might have been some slackness in carry-
ing out our orders of having the steamer care-
fully searched, although we must admit that
with many Chinese passengers on board it
cannot be easy to detect stowaways.

(Signed) S. T. C.

Hongkong, 28th June, 1902.
Sir,—We beg to acknowledge receipt of
your letter of 20th instant enclosing copies
of correspondence that has passed between
your Chamber and the Colonial Secretary
relating to the penalties on stowaways by
vessels to the Philippine Islands, on which
subject you ask us to express our views.

We cordially endorse the opinion of Messrs.
Butterfield & Swire as to the inadequacy of the
present Colonial Ordinance dealing with
stowaways. Such Ordinance no doubt satis-
factorily met the requirements of the time of
its inauguration, and was sufficient to deal with
the cases of minor offences which called for
its existence, but we contend that with the
acquisition of the Philippines by the American
Government there has sprung up in those
islands a demand for skilled labour which has
raised wages to a point which tempts Chinese
who are prohibited from entering those
islands to go to great expense, and incur any
inconvenience and risk of detection to obtain
an entry, and we are convinced that they pay
large sums to a regularly organized combi-
nation to be smuggled in, which combination
acts with the connivance and assistance of the
Chinese crews and assistants on board the
steamers on the Manila run.

We need hardly state that the most
strenuous efforts are made by us to prevent
the conveyance of stowaways. Our vessels in
many instances are searched by detectives lent
to us by the Hongkong Police Department, also
thoroughly searched by the ships' officers prior
to departure, again on the voyage across, and
lastly before arrival at the Philippines. Not-
withstanding that the occasions on which
stowaways are discovered on board our steamers
are extremely rare, yet heavy fines have been
inflicted on our steamers in instances where
stowaways have eluded the vigilance of ships'
officers and been discovered on shore by the
Manila authorities and these fines have been
paid by us without satisfactory proof being
forthcoming to convince us that the offenders
had been carried by our vessels. The stow-
aways on being brought on board either will
not or cannot point out the persons who secrete
and fed them on the voyage, and the punish-
ment inflicted on those who are brought to
justice is not sufficiently deterrent to prevent
others making the attempt, proving the lucra-
tiveness of the business to the combination,
which we feel sure exists.

That more stringent measures are necessary
in dealing with such of the culprits as are
brought to justice we have no doubt, and we
would respectfully suggest that an attempt be
made by the Police Authorities to get at the
men who are the "aiders and abettors" in this
 nefarious business. Notwithstanding the fact
that the full penalty has on several occasions
been imposed in the Hongkong Court the
smuggling of Chinese into the Philippines still
goes on, and under existing conditions we fear
will continue to do so.

It is against the people who make a profit out
of the successful, or unsuccessful, smuggling
of Chinese as beforementioned that we advocate
most severe measures should be taken, and we
shall be grateful for any steps that your Cham-
ber may take for the accomplishment of this
end.

We have the honour to be, Sir,
Your obedient servants,
(Sd.) per pro JARDINE, MATHESON & Co.,
WM. A. CRICKSHANK,
General Managers,
Indo-China S. N. Co., Ltd.
The Secretary, Hongkong General Chamber
of Commerce, Present.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Hongkong Maru*) 26th inst.
Indian (*Catherine Aghar*) 27th inst.
French (*Polynesien*) 28th inst.
Canadian (*Empress of China*) 31st inst.
American (*China*) 5th prox.
American (*Doric*) 13th prox.

The N. P. S. Co.'s steamer *Glenogle* from
Yokohama for Tacoma on the 23rd inst.

The steamer *Banader* from Antwerp and
London left Singapore to-day 24th inst., and is
due here on the 30th inst.

The M. M. Co.'s steamer *Polynesien* with the
next French Mail, will leave Saigon to-morrow
Friday the 25th inst., at 5 a.m., for this port.

The P. M. S. Co.'s steamer *Hongkong*
Maru with mails, &c., left Shanghai for this
port to-day, the 24th inst., at 11 a.m., and is
due here on Saturday, the 26th inst.

The N. Y. K. Co.'s steamer *Yamato Maru*
(Australian Line) left Kobe via Shimomaki
and Nagasaki for this port on the 22nd inst.,
p.m., and is expected to arrive here on the
30th inst.

The P. M. S. Co.'s steamer *Peru* with
mails, &c., which left hence on the 24th ulto.
for San Francisco via Shanghai, Hongkong,
Kobe, Island Sea, Yokohama and Honolulu,
arrived at her destination on the 22nd inst.

The Canadian Pacific Railway Co.'s R.M.S.
Empress of Japan arrived at Kobe at 1 a.m. on
Wednesday the 23rd inst., and left again at 2
p.m. same day for Yokohama where she is due
to arrive at 2 p.m. on Thursday the 24th inst.

**COTTAM & CO. FOR SUMMER
UNDERWEAR.** (949)

Post Office.

A Mail will close:-

For Canton-Per Henan, to-morrow, the 25th instant, at 7.30 a.m.

For Singapore-Per Malacca, to-morrow, the 25th instant, at 9 a.m.

For Quong Tchek, Hoihow, Pakhoi and Haiphong-Per Hanoi, to-morrow, the 25th instant, at 9 a.m.

For Manila-Per Rosetta Maru, to-morrow, the 25th instant, at 11 a.m.

For Nagasaki, Kobe and Yokohama-Per Kasuga Maru, to-morrow, the 25th instant, at 11 a.m.

For Swatow, Amoy and Foochow-Per Hainan, to-morrow, the 25th instant, at 11 a.m.

For Bangkok-Per Tuckow, to-morrow, the 25th instant, at 11 a.m.

For Bangkok-Per Devanagere, to-morrow, the 25th instant, at 11 a.m.

For Macao-Per Hainan, to-morrow, the 25th instant, at 1.15 p.m.

For Shanghai and Chinkiang-Per Kowloon, to-morrow, the 25th instant, at 11 a.m.

For Amoy and Shanghai-Per Kukiang, to-morrow, the 25th instant, at 4 p.m.

For Canton-Per Futsan, to-morrow, the 25th instant, at 5 p.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.-Per Athenian, on Saturday, the 26th instant, at 11 a.m.

For Shanghai-Per Whampoa, on Saturday, the 26th instant, at 3 p.m.

For Swatow and Shan-chai-Per Hipsang, on Saturday, the 26th instant, at 4 p.m.

For Shanghai and Wel-hai-wei-Per Lok-sang, on Saturday, the 26th instant, at 4 p.m.

For Hongkong-Per Chikara, on Sunday, the 27th instant, at 5 p.m.

For Europe, India, via Tuticorin-Per Anam, on Monday, the 28th instant, at 11 a.m.

For Shanghai, Nippon, Kobe, Yokohama, Victoria (B.C.) and Seattle (U.S.A.)-Per Tosa Maru, on Monday, the 28th instant, at 3 p.m.

For Tientsin-Per Manchang, on Monday, the 28th instant, at 4 p.m.

For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne-Per Taiyuan, on Monday, the 28th instant, at 5 p.m.

For Singapore and Bombay-Per Tirol, on Tuesday, the 29th instant, at 10 a.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Gaelic, on Tuesday, the 29th instant, at 11 a.m.

For Singapore, Penang and Calcutta-Per Kumang, on Tuesday, the 29th instant, at 2 p.m.

For Nagasaki and Wladivostok-Per Swallow, on Wednesday, the 30th instant, at 11 a.m.

For Tientsin-Per Chunyang, on Friday, the 1st Aug., at 11 a.m.

For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma-Per Duke of Fife, on Saturday, the 2nd Aug., at 10 a.m.

For Europe, India, via Tuticorin-Per Valenta, on Saturday, the 2nd Aug., at 11 a.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of China, on Wednesday, the 6th August, at 11 a.m.

For Europe, India, via Tuticorin-Per Kiangtze, on Thursday, the 7th August, at 11 a.m.

ACENDA.

Gospel Hall,
6 Arsenal Street, Top Floor,
Off Queen's Road, East.

Meetings are held as follows:-

SUNDAY, July 24th, 11 a.m.
Gospel Address 6 p.m.

TUESDAY, July 26th, 6 p.m.
Soldiers & Sailors Bible Class.

THURSDAY, July 28th, 6 p.m.
General Bible Class.

SATURDAY, July 30th, 6 p.m.
Prayer Meeting 6 p.m.
A hearty welcome given to all.

WEATHER REPORT.

On date at 4 p.m.
Barometer..... 29.66, 29.62
Temperature..... 84, 85
Humidity..... 75, 77
Rainfall.....

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, July 24th, 1902.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut-Mei Lung Pa 1b 17
" Corned-Ham Ngau Yuk 17
" Roast-Shik Yu 17
" Soup-Tong Yuk 17
" Sausages-Ngau Yuk Cheong 17
" Bullcock's Brains-Know, per set 8
" Tongue fresh-Ngau Li, each 45
" " corned-Ham Ngau Li, 55
" Head-Ngau Tau 55
" Heart-Ngau Sum 10
" Hump-Salt-Ngau Kin 10
" Feet-Ngau Keok, each 9
" Kidneys-Ngau Yiu 9
" Tail-Ngau Mei 10
" Liver-Ngau Con 10
" Tripe (undressed)-Ngau To 8
" Calves' Head and Feet-Ngau-chai, 80
" Mutton Chop-Keung Pak Kwat, set 24
" " Leg-Young Pak Kwat, set 24
" Shoulder-Young Shau 20
" Pigs' Chindings-Chu cheong 7
" Feet-Chu Keok 12
" Fry-Chu Chak 12
" Heart-Chu Tau 14
" Head-Chu Sum, each 14
" Kidneys-Chu Yiu, 6
" Liver-Chu Con 20
" Pork Chop-Chu Pak Kwat, set 18
" " Corned-Ham Chu Yuk 18
" Leg-Chu Pak 18
" Fat or Lard-Chu Yau 15
" Sheep's Head and Feet-Young Tau, 50
" " Heart-Young Sum, each 50
" " Kidneys-Young Yiu 22
" " Liver-Young Con 22
" Sucking Pig-To Order-Chu Chai 16
" Suck, Beef-Hung Ngau Yau 18
" Mutton-Sang Young Yau 22
" Veal-Ngau Chai Yuk 25
" Sausages-Ngau Chai Yuk Tong, 25

Poultry
Chicken-Lai Chai 25
" Capons, Large, Small-Sin Kai 25
" Ducks, Apples 16
" Doves-Pan Kai, each 16
" Eggs, Hen-Kai Tan, per 100 1.50
" Fowls, Canton-Kai 16
" " Hainan-Hoi Nam Kai 16
" Geese-Ngo 16

Geese, Wild Shanghai-Sheung Hoi Yo 16
" Ngo 16
" Musk Deer-Wong Keong, each 16
" Hare-Tu Chai, each 16
" Partridge-Che Khoo 16
" Pigeons-Shan Kai, pair 20
" Pigeons, Canton-Pak Kip, each 20
" " Hoihow-Hoihow Pak Kip 18
" Quail-Um Chun 18
" Rice Birds-Wo Fa Cheuk, 20
" Snipe-Sa Chui, each 45
" Turkeys, Cook-Fo Kai Kung, 35
" " Na 35
" Wild Ducks, Shanghai, Sui-ap, pair 16
" Teal, Shanghai, Sui Ap Chai, each 16

Fish
Barbel-Ka Yu 10
" Bream-Bin Yu 10
" Canton Fresh Water Fish-Hoi Sin Yu, 10
" Carp-Li Yu 10
" Catfish-Chik Yu 10
" Catfish-Mun Yu 10
" Crabs-Hai 12
" Cuttle Fish-Muk Yu 12
" Dab-Sa Mang Yu 12
" Dace-Wong Mei Lun 12
" Dog Fish-Tit Tu Sa 12
" Eels, Congor-Hai Ma Yu 12
" Fresh water-Tam Sui Yu 12
" Frog-Tien Kai 12
" Grouper-Sek Pan 12
" Gudgong-Pak Kip Yu 12
" Herrings-Tao Pak 12
" Halibut-Cheung Kwan Yu 12
" Halibut-Wong Fa Yu 12
" Loach-Wu Yu 12
" Lobsters-Lung Ha 12
" Mackerel-Chi Yu 12
" Monk Fish-Mon Yu 12
" Mullet-Chai Yu 12
" Oysters-Sang Hoo 12
" Parrotfish-Kai Kung Yu 12
" Perch-Tau Loo 12
" Pike-Fa Paw Poong 12
" Plaice-Pan Yu 12
" Pomfret, Black-Hak Chong 12
" Pomfret, White-Pak Chong 12
" Prawns-Ming Ha 12
" Ray-Pei Fa Sa 12
" Rock Fish-Sek Kau Kung 12
" Roach-Chun Yu 12
" Salmon, Yu 12
" Shark-Sa Yu 12
" Skate-Po Yu 12
" Shrimps-Ha 12
" Snapper-Lap Yu 12
" Soles-Tai Sa Yu 12
" Tench-Wan Yu 12
" Turbot-Cho How Yu 12
" Turtles, small, fresh water-Keok Yu 12
" White Bait-Ngan Yu Chai 12

Fruits.

Apples, (California)-Kam San Ping 40
" (Chelco)-Tin Chua Ping 15
" (Chelco)-Tin Chua Ping 15
" Bananas, fragrant, Canton-Sang Sheng 4
" (brides), Macao-San Heung Chiu 3
" Chestnuts, Chinese-Fong Lut 20
" Carambola-Young Tou 8
" Cocosnuts-Yeh Tsz, each 8
" Grapes-Sin Tai Tsz 9
" Lemons, China-Ning Moong 17
" Lichees, Dried-Lai Chi Con 8
" " Fresh, Small stone-Chui Wat 11
" " Large " Tai Wat 6
" Limes, (Saigon)-Sai Kung Ning 15
" Moong 15
" Mango, Manila-Lui Suag Moong 15
" Mango, Saigon-Sai Kung Moong 15
" Mangosteens, San Chuk Tsz, doz. 20
" Oranges, (Canton)-Sang Sheng Tim 20
" Chang 20
" Small-Tai Kut 20
" Mandarin-Tim Kut 20
" Olives-Pak Lam 15
" Pears, (American)-Kam San Shui Li 8
" (Canton), Cooking-Sa Li 8
" (Shanghai)-Sheung Hoi Li 8
" Pine-apples, 1st quality-Sheung Poon 12
" " 2nd quality-Chung tang 8
" " Paw-lau 15
" Punolo, Siam-Chim Lo Yau 15
" Walnuts, Hop Tou 15

Vegetables, &c.

Artichokes, Shanghai-Sheung Hoi Ah 16
" Chi Chai 16
" Beans, (French) Macao-Oh Moon Pin 16
" " Tau 16
" Beans, (French), Shanghai-Sheung Hoi 10
" " Pin Yu 10
" Beans, Sprout-Ah Chai 10
" Beans Long-Tau Kok 10
" Beet Root-Hung Choi Tau, each 6
" Brinjals, Green-Cheng Yuen Ker 10
" Brinjals, Red-Hung Ker 10
" Brassica-Pak Choi 10
" Bamboo Shoots-Chook Shun 10
" Cabbage, Chinese, com-Kai Choy 10
" Cabbage Root-Kai Lan Tau, each 10
" Cabbage, (Shanghai)-Yeh Choi 10
" Cane Shoots, bunch-Kau Shun 10
" Cauliflower, Large size-Tai Yeh Choi 10
" " Small 10
" Cauliflower, Medium size-Cheng Yach 10
" " Choi-fa 10
" Cauliflower, Small size-Sai Yeh Choi 10
" Carrots-Kam Shun 10
" Celery, Chinese-Tong Kan Choi 10
" Celery, English-Young Kan Choi 10
" Celery, White-Pak Young Kan Choi 10
" Chilies Dried-Con Lat Chiu 10
" " Red-Hung Fa 10
" " Green-Cheng Lat Chiu 10
" Curry Stuff, English-Ka Leg Choi Liu 10
" Cucumbers-Cheng Kwa 10
" Bitter Squash-Fu Kwa 10
" Garlic-Suen Tau 10
" Ginger, young-Sun Ts Keung 10
" " old-Lo Keung 10
" Indian Radish, Shanghai-Lik Kan 10
" " Indian Corn-Suk Mei 10
" Lettuce-Young Sang Choi 10
" Water Cress-Kwai Lam Ma Tai 10
" " Mandarin-Kwai Lam Ma Tai 10
" Mushrooms Fresh-Sang Cho Kbo 10
" Onions, Bombay-Young Chung Tau 10
" " Green-Sang Chong 10
" " Shai-Chung Hoi Chung Tau 10
" " Japan-Yat Poon 10
" Okroes-Mo Ker 10
" Parsley, English-Young Un Sai 10
" Green-Peas-Cheng Tau 10
" Potatoes, Sweet-Fan Shu 10
" " Shanghai-Sheung Hoi Shu 10
" " Tai 10
" " Japan-Yat Poon Shu Tai 10
" " American-Pak Ki 10
" " Foochow-Pak Chai Shu Tai 10
" " Macao-Oh Moon 10
" Pumpkin-Toong Le Pak Tai 10
" Radish-Hung Le Pak Tai 10
" Spinach-Con Chung Tau 10
" Spinach (Chinese)-Paw Choi 10
" Tomatoes-Fan Ker 10
" " Taros-Wu Tau 10
" " Turnips, Pun-ti (Long)-Low Pak 10
" " English-Young Low Pak, piece 10
" " Vegetable Marrow-Chit Kwa 10
" " Waters Cresses-Sai Young Choi 10
" Yams-Tai Shu 10

EXCHANGE
Hongkong, 24th July.
ON LONDON, Telegraphic Transfer, 1/8 11/16
" Bank Bills, on demand 1/8 11/16
" Credits, 4 months' sight 1/8 11/16
" D'ments, 4 months' sight 1/8 11/16
ON BERLIN, (demand) M. 1/77
ON PARIS, Bank Bills, on demand 1/27
" Credits, 4 months' sight 1/27
ON NEW YORK, Bank Bills, on demand 1/27
" Credits, 3 days' sight 1/27
ON ROMBAV, Telegraphic Transfer 1/27
" On demand 1/27
ON SHANGHAI, Telegraphic Transfer 1/27
" Private 30 days' sight 1/27
ON YOKOHAMA, T.T. 1/27
Sovereigns, Bank's Buying Rate 1/144
Gold Leaf 100 touch, per taal 59.25
Bar Silver 59.25
Dollars 1/27

VISITORS AT THE HONGKONG HOTEL.

Andrews, D. W. Jost, Mr. and Mrs. C.
Allan, Mr. and Mrs. Katsch, E. A.
Bailey, G. Kelly, F. J.
Bailey, W. S. Kiene, F.
Barlow, B. J. Latimer, W. D.
Barlow, F. C. Lee, I. E.
Baughman, A. H. Locksmith, H.
Dell, J. T. Magowan, R. J.
Bennett, J. V. Manogue, R. E.
Beninger, Dr. Miller, Mrs. M.
Black, J. Milton, Mr. and Mrs.
Boggan, Mr. & Mrs. R. Muller, Mr. & Mrs. H.
Botenheimer, R. Munyon, C. R. Le
" Mrs. A. H. and two Murphy, Mr. and Mrs.
" children E. O.
Bourcier, Mrs. A. North, R. M. C. J.
Bovet, Mr. Norton, J. J.
Bower, Dr. Osborne, Mrs.
Bryan, Dr. H. Paisley, E. P.
Buttanshaw, Major Pearce, Dr. W. W.
Clark, Dr. F. Pitcher, A. J.
Clammont, M. Rankin, J.
Cole, G. C. Reeve, Miss
Colson, J. S. Richardson, H. F.
Crago, Dr. J. M. Sanders, K. A.
Croggan, F. S. Schouze, C.
Crypin, J. Schutze, K.
Dalziel, E. Simms, Mr. and Mrs.
Derbyshire, F. H. Skott, C.
Downing, T. C. Smith, Mr. & Mrs. J. J.
Edwards, F. W. Snew, E. A.
Erom, F. Stephens, Mr. & Mrs.
" M. J. D.
Evans, N. G. Swaby, T.
Fisher, H. N. Tandy, L. D.
Forbes, G. Terkelsen, O.
Glover, C. Thomson, Dr. J. C.
Goldsmith, H. E. Thomas, L. J.
Grant, A. W. Thorne, F. W.
Grant, John Turner, Miss
Hawthorne, G. P. Walker, W. B.
Hayter, A. Warren, Mr. and Mrs.
Higgins, F. R. Watkins, C. A.
Hills, F. W. Weaver, Mr. and Mrs.
Hollingsworth, A. L. F. and family
Howard, Thos. Whitton, W. J. G.
Huke, Mr. and Mrs. N. Whitton, A. J.
Hunter, Dr. W. Winkle, H. L. van
Jaffe, D. Winter, Mrs. H. van
Johnson, Mr. E. Woolner, Mr. & Mrs.
Joseph, Mr. and Mrs. Woolner, Mr. & Mrs.
E. S. C. E.

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Alia, Mrs. and children Klemm, C.
Alfred, Mrs. Kremmeyer, H.
Altker, Mr. and Mrs. Laner, Capt.
Arnold, Dr. W. F. Miller, Mr.
Brown, J. Monney, Mrs. K. W.
Brutton, G. Moore, J. H.
Cangwil, Capt. Richardson, H. E.
Dufour, Mr. Stanford, W. E.
Florins, Capt. White, Mr. and Mrs.
Graydon, P. W. J. W.

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Chapman, Mrs. Libeaud, M. S.
Clarke, W. G. Libeaud, E. V.
Cockell, Edgar Loret, A. M.
Comrie, A. P. Martin, R.
Cottam, J. F. McDermott, A. P.
Cousland, A. S. D. Miller, Mr. and Mrs.
Dann, Mr. and Mrs. G. Mitchell, Robert
Debeaux, Miss Pitt, R. M. Mr. John
Denny, D. A. G. Major Rennie, A. H.
" Mrs. Ross, Alexander
" Dohi, Capt. R. Murray
Drayson, Mr. & Mrs. Sawyer, Mrs.
Dunsford, Mr. & child Saver, Mrs.
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Finks, A. Stokes, A. G.
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Hansen, Betram E. H. S. and children
Houten, J. von Wheeler, W. H.
Hughes, Col. Wilson, J. A.
Jeffries, H. N. Wilson, Mrs. W. and
" child

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" Georg, Mr. and Mrs. C. F. R. C.
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" M. J.
Hug, Mrs. E. Whitty, Mrs. M. J.
" Sister, Govt. Civil Hos- Wilgress, H. I.
" pital Wright, Mr. & Mrs. L.

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" and 2 children Taylor, Geo. W.
" Kappeler, Mrs. Senoy Wheeler, Mr. and Mrs.
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" Infantry Robnett, Master
Nabot, Capt. J. R. Whitney, E. A.
R.N.R.

CHINA COAST METEOROLOGICAL REGISTER.

July 23rd, 1902, p.m.

STATION	HOOR	BAROMETER	WIND	WAVE
Wladivostok	3 p.m.	29.69 61	S 4	0
Nemuro	"	29.92	SW 6	0
Hakodate	"	29.85	SE 6	0
Tokio	"	29.86	SE 6	0
Kochi	"	29.72	SW 6	0
Nagasaki	"	29.68	SW 8	0
Kagoshima	"	29.75	SW 4	0
Oshima	"	29.76	S 4	0
Naha	"	29.77	S 4	0
Ishigakijima	"	29.74	SW 6	0
Taihoku	p.m.	29.67	SW 6	0
Tsichu	"	29.67	SW 6	0
Tainan	"	29.73	SW 6	0
Koshun	"	29.73	NW 4	0
Pescadores	"	29.71	SW 6	0
Gutzlaff	3 p.m.	29.57 80	SE 5	c
Sharp Peak	"	29.57 80	SE 5	c
Amoy	2.30 p.	29.69 86	S 6	b
Swatow	3 p.m.	29.59 88	S 2	ot
Canton	"	29.59 88	S 2	ot
Hongkong	4 p.m.	29.62 85	SW 1	op
Victoria Peak	"	29.61 89	SSW 1	c
Gap Rock	"	29.61	SSW 4	c
Macao	"	29.61	SSW 1	c
Haiphong	1 p.m.	29.76 79	SE 2	od
Malate	3 p.m.	29.82 83	SW 1	c
Bacolod	"	29.80 84	SW 1	c
Cebu	"	29.80 84	SW 1	c
C. St. James	"	29.80 84	SW 1	c

July 24th, 1902, a.m.

STATION	HOOR	BAROMETER	WIND	WAVE
Wladivostok	7 a.m.	29.53 58	N 2	f
Nemuro	6 a.m.	29.92	S 2	—
Hakodate	"	29.73	E 4	—
Tokio	"	29.78	W 2	—
Kochi	"	29.79	SW 6	—
Nagasaki	"	29.73	SW 8	—
Kagoshima	"	29.85	SW 2	—
Oshima	"	29.80	S 4	—
Naha	"	29.77	S 4	—
Ishigakijima	"	29.74	S 6	—
Taihoku	5 a.m.	29.70	—	—
Tsichu	"	29.71	—	—
Tainan	"	29.70	—	—
Koshun	"	29.76	—	—
Pescadores	"	29.70	—	—
Gutzlaff	9 a.m.	29.70 76	NW 2	c mp
Sharp Peak	"	29.67 84	—	—
Amoy	6.30 a.	29.69 81	SE 1	b
Swatow	9 a.m.	29.68 86	SE 2	b
Canton	"	29.71 84	SE 2	o
Hongkong	10 a.m.	29.71 84	SE 2	o
Victoria Peak	"	29.68	—	—
Gap Rock	"	29.68	—	—
Macao	"	29.67	—	—
Haiphong	7 a.m.	29.76 82	—	—
Malate	9 a.m.	29.76 82	—	—
Bacolod	"	29.86 80	—	—
Cebu	"	29.87 77	—	—
C. St. James	7 a.m.	29.87 77	—	—

On 24th at 11.22 a.m. The barometer has fallen in E. Japan, risen over S.W. Japan and on the China coast. The depression in the North has moved towards N.E. and lies now in the N. part of the Sea of Japan. Pressure has given way slightly over the Philippines. Gradients slight with moderate S. and S.E. winds over S. China. Forecast—light to moderate S. and S.E. winds; showery.

F. G. Figg, Acting Director.
Hongkong Observatory, July 24th, 1902.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Amoy	Kiuking	July 25
Anping, &c.	Maidzuru Maru	Aug. 6
Bremen, &c.	Sachsen	Nov. 12
"	Kiautschou	Aug. 7
"	Bayers	Aug. 21
"	Konig Albert	Sept. 4
"	Princess Irene	Sept. 18
"	F. R. Luitpold	Oct. 1
"	Heussen	Oct. 15
"	Hamburg	Oct. 29
Cebu & Iloilo	Kaifong	July 29
Fiam &c.	Kaifong	Aug. 16
Foochow, &c.	Anping Maru	July 30
Haue & Hamburg	Silesia	July 30
"	C. Fred. Laeisz	Aug. 28
"	Ambrisa	Aug. 14
"	Konigsberg	Sept. 10
"	Andalusia	Sept. 24
"	Freiburg	Oct. 8
Kobe & Yokohama	Hakata Maru	Aug. 1
Liverpool	Pyrrhus	Sept. 20
London	Ulysses	Aug. 5
"	Telemachus	Aug. 19
"	Antenor	Sept. 2
"	Dardanus	Sept. 16
"	Benlawers	July 31
"	Glubietur	Aug. 14
"	Rosita Maru	July 25
"	Rubi	July 26
"	Kawachi Maru	July 26
"	Ernest Simons	July 26
"	Annam	July 28
"	Malacca	July 25
"	Kasuga Maru	July 25
"	Savoia	July 30
"	Benluch	July 31
"	Asama	Aug. 15
"	Attholi	Aug. 5
Port Darwin, &c.	Taiyuan	July 20
Portland, (Or.)	Indravelli	July 26
San Francisco, &c.	Nippon Maru	Aug. 30
"	Hongkong Maru	Aug. 5
"	China	Aug. 14
"	Gaelic	Aug. 29
"	Doric	Aug. 22
"	Peru	July 26
"	Polynesier	July 27
"	Whampoa	July 26
"	Tirol	July 29
"	Pekin	July 30
"	Kumang	July 29
"	Daijin Maru	Aug. 3
"	Yawata Maru	Aug. 2
"	Australian	Aug. 14
"	Nanchang	Sept. 28
"	Empress of Japan	Sept. 24
"	Empress of China	Aug. 6
"	Empress of India	Aug. 27
"	Athenia	Aug. 22
"	Tartar	Sept. 20
"	Glenogle	Aug. 23
"	Tacoma	Aug. 23
"	Duke of Edinburgh	Aug. 2
"	Victoria	Aug. 9
"	Tosa Maru	July 28
"	Kaga Maru	Aug. 11

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July 16th.

R. G. HECKFORD,
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